

# The China Mail.

Established February, 1845.



Vol. XL No. 6453.

號九廿月三年四十八百八千一英

HONGKONG, SATURDAY, MARCH 29, 1884.

日三初月三年甲

Price, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

**LONDON.**—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & GUTHRIE, 10, Abchurch Lane, E. C. HENRY & Co., 37, Wallbrook, E. C. SAMUEL DRAGON & Co., 150 & 151, Leadenhall Street.

**PARIS AND EUROPE.**—GAILLARD & PRINCE, 30, Rue Lafayette. PARIS. NEW YORK.—ANDREW WIND, 21, Park Row.

**AUSTRALIA, TASMANIA, AND NEW ZEALAND.**—GORDON & GUTHRIE, Melbourne and Sydney.

**SAN FRANCISCO** and American Ports generally.—BEAN & BLACK, San Francisco.

**SINGAPORE, STRAITS, &c.**—SAYLE & Co., Square, Singapore. G. HAINES & Co., Malacca.

**CHINA.**—Messrs A. A. DE MELLO & Co., Swatow, Quilon & Co., Amoy, WILSON, NICHOLLS & Co., Foochow, HENRI & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

## Bank.

### HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$5,000,000.  
Instalment received on New Shares, 2,074,744.75  
Reserve Fund, \$2,500,000.  
Instalment of Premium received on New Shares, 1,593,561.06  
Total, \$4,000,000.00

**COURT OF DIRECTORS.**  
Chairman—A. P. McEwen, Esq.  
Deputy Chairman—F. D. Sassoon, Esq.  
H. L. DALRYMPLE, A. GILCHRIST, Esq.  
W. H. FORBES, Esq.  
M. GIBBS, Esq.  
M. E. SASSOON, Esq.

**CHIEF MANAGER.**  
HONGKONG.—THOMAS JACKSON, Esq.

**MANAGER.**  
SHANGHAI.—EVEN CAMERON, Esq.

**LONDON BANKERS.**—London and County Bank.

**HONGKONG.**  
INTEREST ALLOWED.  
On Current Deposit Account at the rate of 2 per cent. per annum on the daily balances.

For Fixed Deposits:—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

**LOCAL BILL DISCOUNTED.**  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

**T. JACKSON, Chief Manager.**

Offices of the Corporation,  
No. 1, Queen's Road East.

Hongkong, February 28, 1884. 372

## Notices of Firms.

### NOTICE.

**MR. FRANCISCO MAMEDE GONZALVES** and **MR. AUGUSTO JOSE DE ROZARIO** have this day been admitted PARTNERS in our Firm.

**ROZARIO & Co.**

Hongkong, March 1, 1884. 383

### NOTICE.

**MR. CHARLES ALEXANDER TOMES** is authorized to Sign our Name by Procuration, in Hongkong, from this date.

**RUSSELL & Co.**

Hongkong, March 24, 1884. 528

## Intimations.

### HONGKONG HOTEL.

IN future a LAUNCH will meet all the Northern, inward, and out-going Mail Steamers, (and others when required) to convey PASSENGERS and their BAGGAGE to and from the Poddar's Wharf.

For the convenience of GUESTS, the Hotel and its Baggage, for which a charge will be made.

The LAUNCH will leave the Poddar's Wharf "FUNCTIONALLY," Half-an-hour before the advertised time of departure of the out-going Mail Steamers.

**Fares.**  
Single Journey, 20 Cts. each Passenger.  
Double " 30 " per Package.  
Books containing Twenty-five return Tickets are issued at \$5.00 by the Under- signed.

**HENRY ST. CLAIR GREELEY, Manager.**

Hongkong, March 25, 1884. 535

### ROBT. SIM & Co.'s PATENT ANTI-FOULING COMPOSITION

as applied to  
Her Majesty's Ships, The F. & O. S. N. Co., The Douglas Steamship Company, The Japanese Government, Sole Agent, China, Japan, and Manila, EDWARD GEORGE.

Hongkong, January 31, 1884. 188

### HONGKONG & SHANGHAI BANKING CORPORATION.

**THE DIVIDEND** declared for the Half-Year ending 31st December last, at the Rate of TWO POUNDS STERLING per SHARE of \$125, and ONE POUND and FIVE SHILLINGS STERLING per New Share of \$125, is PAYABLE on and after FRIDAY, the 29th February current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,  
**T. JACKSON, Chief Manager.**  
Hongkong, February 28, 1884. 371

## Intimations.

### NOTICE.

**C. L. THEVENIN'S WINE and SPIRIT STORE** has, from this date, been temporarily REMOVED to No. 4, PRINCE'S HILL.

Hongkong, March 26, 1884. 542

### HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

#### NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS of the above Company are requested to send in a STATEMENT of the amount of their contribution during the Half-Year ended December 31st, 1883, on or before March 31st next, on which date the Accounts will be closed.

By Order of the Board of Directors,  
**D. GILLES, Secretary.**  
Hongkong, February 26, 1884. 357

### HOTEL DE L'UNIVERS, WYNDHAM STREET, HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports that he will RE-OPEN

THE HOTEL DE L'UNIVERS on the 1st March.

The whole of the ROOMS have been newly FURNISHED throughout, and there are ROOMS suitable for either MARRIED COUPLES or SINGLE PERSONS.

THE TABLE will be supplied with the BEST of the market can provide.

The WINES and LIQUORS supplied, both at the Bar and Table, will be of the VERY BEST BRANDS.

GENTLEMEN desirous of taking Meals, such as "TIPPIANS and DINNERS," can have ALL REQUISITE information by applying to

**GEORGE STAINFIELD, Proprietor.**

Hongkong, February 28, 1884. 368

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

#### NOTICE TO PASSENGERS.

THIS Company now grants passages (throughout to London and Marseilles) including Continental Railway fares, at the same rates as for the route by sea to London, viz., \$380.

The fare to Marseilles is now similar to that charged to Brindisi or Venice, viz., \$355.

**A. McIVER, Superintendent.**

Hongkong, March 13, 1884. 455

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

#### QUARANTINE IN EUROPE.

PASSENGERS and SHIPPERS by the Company's Steamers are informed that QUARANTINE ENFORCEMENTS have been reduced at Marseilles to 24 hours, and at Venice to 2 days, performed on board the Steamer at both ports.

QUARANTINE will probably be removed from all ports by the time Steamers now leaving CHINA will arrive in the MEDITERRANEAN.

PASSENGERS by the Company's Steamers have always the option of continuing the journey on to LONDON, on payment of the difference of fare.

**A. McIVER, Superintendent.**

Hongkong, January 29, 1884. 169

### AT HAIPHONG.

**A LOUER OU A VENDRE UN TERRAIN VOISIN DU COUSILLANT** (port) avec le quai, longeur 200 yards, profondeur 100 yards, avec deux maisons et dépendances, etc., etc.

Plus un terrain sur la rive du canal servant de marche, longeur 80 yards, profondeur 40 yards.

S'adresser à

**MR. THEVENIN.**

Hongkong, March 12, 1884. 447

### NOTICE.

THE Undersigned has been instructed by THE "SANTITAS" COMPANY, LIMITED, of London, with the exclusive SALE of their MANUFACTURES in Hongkong, MACAO and CANTON, and begs to inform the Public that the said Company will not accept Indents from the above-mentioned places unless received through the Undersigned.

**E. F. DE SOUZA.**

Hongkong, February 28, 1884. 365

### HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

**MR. THOMAS ARNOLD** will act as Secretary of the above Company until further Notice.

**E. R. BELLIOS, Chairman.**

Hongkong, February 25, 1884. 340

### HONGKONG & SHANGHAI BANKING CORPORATION.

THE FOURTH and FINAL CALL of £10 Sterling per SHARE on the 20,000 SHARES NEW ISSUE of this Corporation, will fall due on the 31st DECEMBER CURRENT, in London, Calcutta, Bombay, Shanghai and Hongkong.

REGISTERED SHAREHOLDERS entitled to NEW SHARES are requested to Pay, at the respective OFFICES, the above Call or its equivalent in the Currency of the above-mentioned places.

PROVISIONAL CERTIFICATES are being issued in exchange for the First Call Receipts, which are to be surrendered to the Bank.

HOUBOURG PROVISIONAL CERTIFICATES, when paying this Call, will place sent same to this Office to be endorsed.

The Rate of Exchange for Hongkong is fixed at 3/8d. or \$63.93 per Share.

Interest at the Rate of 7 per Cent. will be charged on Calls unpaid on the 31st DECEMBER.

By Order of the Court of Directors,  
**T. JACKSON, Chief Manager.**

Hongkong, December 13, 1883. 1121

## For Sale.

### FOR SALE.

#### AMERICAN ORGANS.

With from six to eleven stops, at from \$100 to \$160 each, made expressly to withstand the combined heat and moisture of the Hongkong climate.

#### PIANOS.

By BROADWOOD, COLLARD & COLLARD and CHAPPELL, always in Stock for Sale or Hire.

#### PIANOS AND ORGANS AND HARMONIUMS.

Repaired and tuned by a Competent Tuner from Messrs. BROADWOOD & SONS, London.

#### NEW MUSIC.

Received monthly from Messrs. CHAPPEL & Co., London.

**LANE, CRAWFORD & Co.**

Hongkong, March 13, 1884. 457

## SAYLE & Co.

### EX 'GLENCOE.'

#### LADIES' GIRLS' AND BOYS' WHITE AND COLOURED STRAW HATS.

#### SPECIALITIES IN FANCY STRIPED TENNIS FLANNELS.

VICTORIA EXCHANGE, Hongkong, March 18, 1884. 487

## Intimations.

### HOP SHING & Co., ENGINEERS, ROUTER MAKERS, COPPER SMITHS, BRASS & IRON FOUNDERS, &c., WEST POINT IRON WORKS.

HAVING THIS Day commenced BUSINESS, are ready to undertake the Work of the above Descriptions under the Supervision of an EXPERIENCED EUROPEAN.

Orders executed with the utmost despatch and at moderate terms.

24th September, 1883. 611

### COMPAGNIE DES MESSAGERIES MARITIMES.

**PAQUEBOT POSTE FRANCAIS.**

FROM THIS Date and till further Notice, THROUGH FIRST-CLASS TICKETS from HONGKONG to LONDON, via MARSEILLES, including CONTINENTAL RAILWAY FARES, will be issued by the Undersigned at the Rate of \$380.

THE RAILWAY TICKETS will be obtainable from the Company's Office, at Marseilles.

**I. MARTIN, Acting Agent.**

Hongkong, March 27, 1884. 551

### WILLIAM DOLAN, SAIL-MAKER & SHIP-CHANDLER, 22, PRINCE CENTRAL.

**COTTON DUCKS, HEMP CANVAS, MANILA ROPE, AMERICAN OAKUM, LIFE BOOYS, CORE JACKETS, &c., &c., &c.**

Hongkong, May 1, 1882. 250

## To Let.

**TO LET.**

No. 26B, PRINCE CENTRAL, Nos. 7 and 8, SICHUEN TERRACE, No. 7, GARDEN ROAD (known as 'HARPERVILLE').

Apply to **DAVID SASSOON, SONS & Co.** Hongkong, March 22, 1884. 516

**TO LET.**

"PARSEE VILLA," ROBINSON ROAD, and No. 60, PRINCE STREET. Possession from 1st March.

Apply to **DORABEE NOWROJEE, Victoria Hotel.**

Hongkong, February 22, 1884. 335

### GODOWNS TO LET.

PRINCE EAST AND WINGAT ROAD. For Particulars, apply to **SIEMSEN & Co.**

Hongkong, April 26, 1882. 791

### TO LET.

**A FURNISHED HOUSE** in one of the TERRACES. For Particulars, address **J. D. B., c/o China Mail Office.**

Hongkong, March 26, 1884. 547

### THE PREMISES now occupied by us, No. 11, QUEEN'S ROAD CENTRAL.

For further Particulars apply to Messrs. **RUSSELL & Co.** and **GEO. R. STEVENS & Co.**

Hongkong, August 1, 1883. 226

## Auctions.

### PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

#### MONDAY,

the 31st March, 1884, at 2 p.m., at his Sales Room, Queen's Road,—

AN ASSORTMENT OF JAPANESE WARE, &c., comprising:—

SATSUMA WARE, OLD JIMMY WARE, ENAMELLED WARE, GOLD and SILVER INLAID BRONZES, IVORIES, ENAMELLED BRONZES, &c., &c., &c.

TERMS OF SALE.—As customary. **J. M. ARMSTRONG, Auctioneer.**

Hongkong, March 27, 1884. 500

### PUBLIC AUCTION.

**MR. J. M. GUEDES** has received instructions to Sell by Public Auction, on

#### FRIDAY,

the 4th April, 1884, at 3 p.m., at the Premises,—All that

VALUABLE LEASEHOLD PROPERTY

QUEEN'S ROAD and JERVOY STREET, comprising:—

All that PIECE or PARCEL of GROUND measuring on the North, 13 feet; on the South, 10 feet; on the East, 79 feet; and on the West, 75 feet; registered in the Land Office as INLAND LOT No. 1914, and held for the residue of the term of 75 years at the Yearly Rental of £4.5.0.

Also, All that PIECE or PARCEL of GROUND, being Portion of INLAND LOT No. 1913, measuring on the North, 84 feet; on the South, 84 feet; on the East, 50 feet; and on the West, 30 feet; registered in the Land Office as SECTION A of INLAND LOT No. 1913, and held for the residue of the term of 75 years at the apportioned Yearly Rental of £1.0.0.

Together with the CHAPEL and other BUILDINGS thereon respectively and the APPURTENANCES.

The Premises will be sold subject to printed Conditions, for which and for Further Particulars application may be made to

**DANIEL E. CALDWELL, Solicitors for the Venditors, 50, Queen's Road,**

or to **J. M. GUEDES, Auctioneer.**

Hongkong, March 25, 1884. 636

### Notices to Consignees.

**NOTICE TO CONSIGNEES.**

**S. S. KUMAMOTO MARU, FROM KOBE AND NAGASAKI.**

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board after TUESDAY, the 26th Instant, will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

**H. J. H. TRIPP, Agent.**

Mitsui Bishi Mail S. S. Co. Hongkong, March 24, 1884. 520

### STEAMSHIP NATAL.

**COMPAGNIE DES MESSAGERIES MARITIMES.**

**NOTICE.**

CONSIGNEES of Cargo per Steamships *Buholre and Gange* from London, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godown, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 10 a.m. To-morrow (Tuesday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Monday, the 31st Instant, at Noon, will be subject to rent and landing charges at 1 cent. per package per diem.

All Claims must be sent in to me before the 2nd April or they will not be recognised.

No Fire Insurance has been effected.

**I. MARTIN, Acting Agent.**

Hongkong, March 24, 1884. 532

### Shipping.

#### Steamers.

**OCEAN STEAMSHIP COMPANY.**

FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship *Attika*, Capt. Anderson, will be despatched on MONDAY, the 31st Instant, at 4 p.m.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.**

Hongkong, March 24, 1884. 534

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR AMOY AND TAMSUI. The Co.'s Steamship *Hailong*, Capt. F. ASHCOE, will be despatched for the above Ports on TUESDAY, the 1st April, at 3 p.m.

For Freight or Passage, apply to **DOUGLAS LARPAIK & Co., General Managers.**

Hongkong, March 28, 1884. 535

## Shipping.

### Steamers.

**NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.**

FOR BATAVIA, SAMARANG AND SOERABAYA, VIA SAIGON AND PONTIANAK.

The Co.'s Steamship *Guinevere*, Capt. BRESLIN, will be despatched as above on or about the 29th Instant.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., Agents.**

Hongkong, March 24, 1884. 524

### OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY. (Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, KNEW-CHANG, TIENTSIN, HANKOW and Ports on the YANGTSE.)

The Co.'s Steamship *Attika*, Capt. Anderson, will be despatched as above on or about the 29th Instant.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.**

Hongkong, March 28, 1884. 554

FOR HOIHOW AND FAKHOI. The Steamship *Pou-ou*, Capt. McCASLIN, will be despatched for the above Ports on SUNDAY, the 30th Instant, at Daylight.

For Freight or Passage, apply to **RUSSELL & Co.**

Hongkong, March 27, 1884. 540

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR SWATOW, AMOY AND TAIWANFOO. The Co.'s Steamship *Thalia*, Capt. Pocock, will be despatched for the above Ports on SUNDAY, the 30th Instant, at 9 a.m.

For Freight or Passage, apply to **DOUGLAS LARPAIK & Co., General Managers.**



## For Sale.

**MacEWEN, FRICKEL & Co.**  
No. 53, Queen's Road East,  
(OPPOSITE THE COMMISARIAT).  
ARE NOW LANDING  
FROM AMERICA.

**CALIFORNIA**  
BACON  
COMPANY'S DISCOUNTS in 5 lb  
this, and loose.  
Soda BISCUITS.  
Assorted BISCUITS.

## Small HOMINY.

Cracked WHEAT.  
OATMEAL.  
QUINMEAL.  
TOPOCAN BUTTER.  
Apple BUTTER.  
Eastern and California CHEESE.  
ODDISH, BONELESS.  
Prime HAMS and BACON.  
Eagle Brand Condensed MILK.  
Family BEEF in 25 lb cans.  
Beef Ideal SALMON in 5 lb cans.  
Cutting's Dessert FRUITS in 25 lb cans.  
Assorted Canned VEGETABLES.  
Potted SAUSAGE and Sausage  
MEAT.  
Stuffed PEPPERS.  
Assorted SOUPS.  
Richardson & Robbins' Celebrated Potted  
MEATS.

Lamb HAM.  
Lamb's TONGUES.  
Crown CHOWDER.  
Fresh OREGON SALMON.  
Dried APPLES.  
TOMATOES.  
SUCROTASH.  
Maple SYRUP.  
Golden SYRUP.  
LOBSTERS.  
OYSTERS.  
HONEY.  
Assorted JELLIES.  
Green CORN.

## FAIRBANKS' SCALES.

400 lb. Capacity.  
100 lb. " "  
100 lb. " "  
1,500 lb. " "

CORN BROOMS.  
OFFICE HIGH CHAIRS.  
AXES and HATCHETS.  
AGATE IRON WARE.  
WAFFLE IRONS.  
SMOOTHING IRONS.  
PAINTS and OILS.  
TALLOW and TAR.  
VARNISHES.

DEVOE'S NONPAREIL  
BRILLIANT  
KEROSENE OIL,  
150° test.

Ex late Arrivals from  
ENGLAND.  
A LARGE ASSORTMENT OF  
STOVES,  
including:  
CHRISTMAS CAKES.  
PLUM PUDDINGS.  
Mince PIES.  
ALMONDS and RAISINS.

Crystallized FRUITES.  
TERRAZZO'S DESSERT FRUITS.  
Pudding RAISINS.  
Lento COGNAC.  
FINE YORK HAMS.  
PICNIC TORTUES.  
PATE DE FOIE GRAS.  
SAVORY PATES.

FERRON PLUMS.  
BROWN.  
INFANTS' FOOD.  
CORN FLOUR.

SPARTAN  
COOKING STOVES.

HITCHCOCK HOUSE LAMP.  
PERFECTION STUDENT LAMP.

## CLARETS.

CHATEAU MARGAUX.  
CHATEAU LA TOUR, plants & quarts.  
1893. GRAVES.  
BREAKFAST CLARET.  
SHERIES & PORT.  
SACON'S MANZANILLA & AMON.  
TILLADO.  
SACON'S OLD INVALID PORT  
(1893).  
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.  
1 and 2 Star HENNESSY'S BRANDY.  
Bisquit Dubouché & Co.'s BRANDY.  
FINE OLD COGNAC WHISKY.  
KIRWAN'S OLD WHISKY.  
ROYAL GLENDEER WHISKY.  
BOON'S OLD TOM.  
E. & J. BUCK'S IRISH WHISKY.  
ROSE LIME JUICE CORDIAL.  
NOLLY PRAT & Co.'s VERMOUTH.  
CHATEAU'S GINGER BRANDY.  
EASTERN CIDER.  
CHARTREUSE.  
MARASCHINO.  
CURACAO.  
ANGOSTURA BOTTLES and ORANGE  
BITTERS.  
&c. &c.

BASS'S ALE, bottled by CAMERON and  
SAUNDERS, pints and quarts.  
GUINNESS'S STOUT, bottled by E. &  
J. BUCK, pints and quarts.  
DRAUGHT ALE and PORTER, by the  
Gallon.

SPECIAL SELECTED  
CIGARS.

Fine New Season's CUMSHAW TEA, in  
5 catty Boxes.  
BREAKFAST CONGOU @ 25 cents p. lb.

MILN'S PATENT FIRE-PROOF  
SAVES, CASH and PAPER  
BOXES, at Manufacturer's Prices.  
Hongkong, December 1, 1893. 1043

## Entertainment.

**THEATRE ROYAL,**  
CITY HALL, HONGKONG.

TO-NIGHT, 29th March.

POSITIVELY LAST APPEARANCE

of the

LYNCH FAMILY BELLRINGERS

Prior to their departure for YOKOHAMA.

ENTIRE CHANGE OF PROGRAMME.

EVERYTHING NEW.

CONSISTING WITH

DR. BROWN'S DISPENSARY.

ADMISSION:—\$2.00 and \$1.00.

Doors open at 8.30 P.M.

Curtain at 9.00.

Tickets, &c., at KELLY & WATSON'S.

HARRY LYNCH,

Manager.

Hongkong, March 29, 1894. 553

## Intimations.

NEWS FOR HOME.

**The Overland China Mail.**

(The direct Contract Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE

IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely-

printed matter.

THIS Mail Summary is compiled from

the Daily China Mail, is published

twice a month on the morning of the

English Mail's departure, and is a

cost of each fortnight's current history

of events in China and Japan, con-

tributed in original reports and collated

from the journals published at the various

ports in those countries.

It contains shipping news from Shanghai,

Hongkong, Canton, &c., and a complete

Commercial Summary.

Subscription, 40 cents per Copy (postage

paid 2 cents) \$12 per annum (postage

paid \$12.00).

Orders should be sent to GEO. MURRAY

BAIR, China Mail Office, 2, Wyndham

Street, not later than noon of the day the

English Mail steamer leaves.

Terms of Advertising, same as in Daily

China Mail.

## THE CHINESE MAIL.

THIS paper is now issued every day.

The subscription is fixed at four

dollars per annum, delivered in Hong-

kong, or Ten Dollars Fully Paid in-

cluding postage to Coast ports.

It is the first Chinese Newspaper ever

issued under purely native direction.

The chief support of the paper is of course

derived from the native community,

among whom also are to be found the

guaranties and securities necessary to

project an enterprise of legal position.

The paper, by its long history, has

upon the most reliable information from

the various Ports in China and Japan—

from Australia, California, Singapore, Pa-

nam, Saigon, and other places frequented by

the Chinese—consider themselves instilled

in guaranteeing a large and ever-increasing

circulation. The advantages offered to ad-

vertisers are therefore unusually great, and

the foreign community generally will find

it to their interest to avail themselves of

them.

The field upon which this paper is de-

veloped—conducted by native efforts, but

progressive and anti-constructive in tone—

is almost limitless. It is the one hand-

some Chinese belief and interest,

while on the other it deserves every aid

that can be given to it by foreigners.

Like English journals it contains editorial

views on Local, Shipping, and Commercial

News and Advertisements.

Subscription orders for the above may be

sent to

GEO. MURRAY BAIR,

China Mail Office.

## SAITOR'S HOME.

ANY Card of Greeting, Boon, or

Papers will be thankfully received at

the Saitor's Home, West Point.

Hongkong, July 25, 1876.

## Insurances.

**NORTH BRITISH & MERCANTILE**

**INSURANCE COMPANY.**

THE Undersigned, Agents of the above

Company, are authorized to insure

against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1892. 14

**LANCASHIRE INSURANCE**

**COMPANY.**

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant

Policies against the Risk of FIRE on

Buildings or on Goods stored therein, on

Goods in Transit, and on all kinds of

Vessels in Harbour, at the usual Terms

and Conditions.

Proposals for Life Assurances will be re-

ceived, and transmitted to the Directors

for their decision.

If required, protection will be granted on

first class lives up to £1000 on a Single

Life.

For Rates of Premiums, forms of pro-

posals or any other information, apply to

ARNHOLD, KARBURG & Co.,

Agents, Hongkong & Canton.

Hongkong, January 4, 1897. 100

**THE LONDON ASSURANCE**

**COMPANY.**

INCORPORATED BY ROYAL CHARTER OF

His Majesty King George the First,

A. D. 1720.

THE Undersigned having been appointed

Agents for the above Corporation are

prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either

here, in London, or at the principal Ports

of India, China and Australia.

Fire Department.

Policies issued for long or short periods at

current rates.

Life Department.

Policies issued for sums not exceeding

£5,000 at reduced rates.

HOLLADAY, WISE & Co.

Hongkong, July 25, 1872. 406

**NOTICE.**

**QUEEN FIRE INSURANCE COM-**

**PANY.**

THE Undersigned are prepared to accept

Risks on First Class Goods at a

per cent. net premium per annum.

NOTTON & Co., Agents.

Hongkong, May 19, 1891. 938

**THE STRAITS INSURANCE COM-**

**PANY, LIMITED.**

THE Undersigned having been appointed

Agents for the above Company are

prepared to GRANT POLICIES on MARINE

RISKS to all parts of the World, at current

rates.

ARNHOLD, KARBURG & Co.

Hongkong, November 5, 1893. 855

## To-day's Advertisements

Twelfth Volume of the

"CHINA REVIEW"

Now Ready.

No. 4, VOL. XII.

—OF THE—

"CHINA REVIEW"

CONTAINS—

Provincial Reviews.

The History of Shanghai.

A Song to Encourage Thrift.

Chiang-Yi's Apologies of the Fox and the

Tiger, and the Dog.

Scenes from Chinese Mythology.

Chinese Plants in Nomenclature.

The History of Peking under the Chinese

Emperors.

China during the Tsin Dynasty, A.D.

264-419.

Su Tai's Apologies of the Bitter and the

Mosses.

NOTES OF NEW BOOKS and Literary Intel-

ligence.

Notes and Queries—

On some Chinese Words.

The Word of the Ten Boxes.

Books Wanted, Exchanges, &c.

To Contributors.

Hongkong, March 29, 1894.

## To-day's Advertisements.

**STEAM TO YOKOHAMA, VIA NAGA-**

**SAKI AND KOBE.**

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s

Steamship

Kashgar

will leave for the above

places on MONDAY, 31st Instant, at 12

(noon) o'clock.

A. McIVER,

Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, March 29, 1894. 556

**Not Responsible for Debts.**

Neither the Captain, the Agents, nor

the Owners will be Responsible for

any Debt contracted by the Officers or

Crew of the following Vessels, during

their stay in Hongkong Harbour:—

BENNETT, British steamer, Capt. John

Potter, Russell & Co.

C. T. Hook, British steamer, Captain W.

Jarvis, Russell & Co.

PROTHIER, German brig, Captain W. N.

Moller, Weller & Co.

NARINUS, American barque, Capt. A. B.

Wells, Russell & Co.

RAHMAN, American ship, Captain J. W.

Sherrin, Russell & Co.

TERVAN, British barque, Capt. S. Hyne,

Weller & Co.

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at the Commissariat Wharf, and it was afterwards removed to the Government Hospital. No one has been reported missing to the Police. It seems pretty certain that a murder has been committed, but whether on the water or on shore is doubtful. The murderer or murderers no doubt took the precaution of stripping the man, so as to destroy all clue to his identity. Deceased appeared to be a man about between 27 and 30 years of age.

Nonon can fairly accuse the English, as a matter of fact, of enterprise. They seem to be embarking in every species of commercial undertaking. The American papers announce that Lord Alton has purchased a large bar-room at Big Springs, Texas, and they predict that it will be a profitable speculation to run a bar-room.

Much speculation is rife in naval circles, says the London *Figaro*, as to the delay which is taking place in the filling up of two very important appointments in the Colonies—viz., the naval construction at Bombay and Hongkong dockyards. On that point, 'my lords' are quibbling over a flaw in the regulations. It is hardly to be expected, however, that a man will accept a commission, and on his return to England, suffer reduction to the rank of second-class constructor.

We regret to have to record a sad accident which occurred last night (March 17th) in Yokohama harbour resulting in the loss of eleven lives. The *Mitsu Bishi* steamship *Wakamatsu Maru* is at present undergoing repairs in the harbour, and a number of men are employed upon her. Last evening, shortly after five o'clock, over a hundred men were coming from the ship to the Company's works in a boat, which capsized, precipitating all the occupants into the water. The reason of the boat's overturning does not appear, but the accident was the cause of eleven persons being drowned. At least that is the number missing at present. Up to the time of going to press this morning eight bodies had been recovered—seven men and a boy—*Japan Mail*.

A soccer match took place between a team of Policemen and one composed of Sergeants of the general military staff and Royal Engineers on Thursday last, when the Police were defeated by a few points. The following are the scores:—

Insp. Quinny	200 500 600	70
Sergeant Butler	200 500 600	49
Sergeant Mann	200 500 600	23
Sergeant McKay	200 500 600	23
P. C. McKay	200 500 600	23
P. C. Cameron	200 500 600	23
Insp. Thomson	200 500 600	22

Sergeant Sandford	200 500 600	70
Q. M. Sergeant Richmond	200 500 600	21
Q. M. Sergeant Jones	200 500 600	22
Gar. Sgt. Maj. Meredith	200 500 600	22
Sergeant Bowling	200 500 600	22
Sergeant Barclay	200 500 600	22

All doubt, says the *Japan Gazette*, as to the condition of the *Sattara* is set at rest by the report of the diver who has carefully examined the vessel as she lies in the harbour. While the purchase has proved in every way satisfactory to the buyers of the 'wreck,' the result of the salvage operations has calculated to raise very grave questions in regard to the abandonment of the ship, and to the validity of the claim for constructive total loss which, it may be presumed, has or will be made if the vessel was insured.

To the owners of the *Sattara*.  
Gentlemen:—Having, as your vessel, I beg to make the following report: On Saturday and Sunday, 24th and 25th inst., I was very fortunate in recovering from the wreck, the result of the salvage operations has calculated to raise very grave questions in regard to the abandonment of the ship, and to the validity of the claim for constructive total loss which, it may be presumed, has or will be made if the vessel was insured.

Yours truly,  
(Signed) G. J. MANABE, Diver.

#### MEETING OF SHAREHOLDERS OF THE CHINESE INSURANCE COMPANY, LIMITED.

The thirteenth ordinary meeting of shareholders of the above Company was held in the Company's Office this forenoon. There were present:—Messrs E. R. Bellios (Chairman), H. Foss, M. G. G. J. A. dos Remedios, Leo Tuck Cheong, and Fung Tang (Directors), and G. von Wille, A. S. Cohen, H. N. Moly, J. T. Chater, J. Y. V. Vernon, H. Druce, A. G. Morris, Poon Sz Tin, Lee Sow Nai, Kwong Tai Loong, Chan Chow, Yee On, J. Bradlee Smith (Retiring Secretary) and S. G. Gower (New Secretary).

The Secretary having read the notice calling the meeting.  
The Chairman said:—Gentlemen, our report and accounts for the last year have been published; and, in comparing them with those of the previous year, you will observe that we have done better of late. Our reserve stands to-day at \$450,000, which makes our stock worth \$500,000 per share, a much higher value than that placed on it in the open market. All our losses held in suspense have been written off, and our securities have been taken at a price that can be realized any day; and it is gratifying to me to be able to say that the business we have undertaken since the beginning of the year is as prosperous and satisfactory as that we accepted for the same period in any good year. Our report is full in every particular; and the few remarks I have made will, I believe, inspire confidence in our position, and with your support we hope to do well in the future. Presuming that there are no

questions to be asked, I beg to propose that the report be adopted and the accounts passed.

Mr. J. T. Chater seconded, and the motion was carried unanimously.  
The election of Messrs Grose and Remedios to the Board of Directors was, on the motion of Mr. Foss, seconded by Mr. Vernon, confirmed unanimously by the meeting.

Mr. Grose proposed, Mr. Morris seconded, and it was resolved, unanimously, that Messrs L. Hauschild and T. Arnold be re-elected Auditors.  
The Chairman:—Before we separate, gentlemen, I have to announce to you that our present Secretary, Mr. J. B. Smith, is about to sever his connection with us. After a long residence in China, he goes home to enjoy a quiet retirement. Mr. Gower, who succeeds him, needs no introduction from me. He is an old China hand, and a gentleman well known to you. He will infuse new blood into the management, and we hope will do us well for us. Mr. Smith, who has been a faithful and energetic servant of the Company, takes his leave. In wishing him his good wishes for his future success in life.

Mr. Gower:—I have much pleasure in recommending Mr. Smith to the meeting, and carried unanimously.

Mr. Smith:—Gentlemen, I beg to thank you very sincerely for your great kindness in making this presentation.

The Chairman:—Gentlemen, that is all the business. We have to thank you for your attendance.

Mr. Chater proposed a vote of thanks to the Chairman, who returned thanks.  
The proceedings then terminated.

#### ROYAL ARTILLERY ATHLETIC SPORTS.

Stewards: Major E. W. Nash, Lieut. W. H. Connolly, Lieut. C. H. A. Harvey, Starter: Capt. Breckenbury, Judge: Major Nash, Referee: Lieut. Col. G. A. Crawford, Assistant Judge: Lieutenant R. W. Breake.

These sports were held to-day. The weather was excellent throughout, and the proceedings very enjoyable. During the afternoon the attendance of European and native spectators was very large. The Grand Stand was almost completely filled with ladies and children, who evidenced the heartiest interest in the various competitions. The arrangements were effective, but the intervals between the various events were often-times rather long and wearisome. A full report of the proceedings is given below.

1.—TOWING THE CHURCHY BALL. First prize \$2; second prize \$1.  
Entries:—Bombardier Foster and Lieut. and Gunners Egan, Beach, Ferguson, Lunn, Alcock and Stevenson.

After a warm competition Gunner Egan won with the very fair throw of 90 yards 2 feet 3 inches. Bombardier Foster was second.

2.—PUTTING THE SHOT (16 lb. shot). First prize \$2; second prize \$1.  
Seven competitors answered to their names, Gunners McCoy, Egan, Ferguson, Lunn and McPhillane, Jemhar Singh and Eas Singh.

Gunner Egan was again to the front, winning easily with a put of 54 feet 1 in. McCoy was second with 52 feet 6 inches.

3.—BROAD JUMP. First prize \$2; second prize \$1.  
Entries:—Gunners McCoy, Barker, Egan, Fitzmaurice, Jordan, Pearl and eight Indians.

Several of the Gun Lascars jumped remarkably well and one of them succeeded in making the good jump, 17 feet 3 inches. This was not so good, however, as was done last Saturday, when 18 feet 1 inch was sovered.

4.—HIGH JUMP. First prize \$2; second prize \$1.  
Entries:—Gunners Barker, Power, McPhillane, Edis, Fitzmaurice, Pearl, Egan, and four Lascars.

Only six of the above competed, those being Gunners Barker and Edis and the four Indians. Jemhar Singh, cleared the winning height by means of a somersault rather than a jump, but he was disqualified.

5.—100 YARDS RACE. First prize \$4; second prize \$2; third prize \$1.  
Nineteen in all went to the post, eight of whom were Indians.

A very fair start was effected, considering the large field, which would certainly have been better divided, as the men were too crowded to do their best. Barker got the lead about half way and kept it to the end, winning by about half a yard. Time 12 sec.

6.—HURDLE RACE, 120 yards. First prize \$4; second prize \$2; third prize \$1.  
In this race, eight or nine Britons and four or five Sikhs competed. Gunner Egan led until half the distance was covered, when he fell, and before he recovered himself, the Indians had come forward. They took all three prizes. Time 20 sec.

7.—QUARTER MILE RACE. First prize \$5; second prize \$3; third prize \$1.  
Three of the ten competitors were Indians, but they were not in the race at all.

8.—RACE IN FULL MARCHING ORDER, 100 yards (open to the Garrison). First prize \$5; second prize \$3; third prize \$2.  
The competitors in this race were composed of six Artillerymen and four 'Buffa.' Each man was dressed in regimental uniform and boots, and his knapsack and other accoutrements weighed 36 lbs. For a while it looked as if the Buffs were to carry off all three prizes, but when nearing the end one of the big artillerymen came thundering on and took third place. Drum-Major Gleeson and Lance Corp. Withers led in first and second, places all the way.

9.—SERGEANTS AND STAFF SERGEANTS R.A., 100 yards, Cup presented by Members of the Hongkong Club.  
There were only three runners in this race, and they came in in the order given below. Time 11 sec.

10.—VOLUNTEER RACE, Prizes by Officers, R.A.  
This event, which was really a match between the two batteries of our Volunteer Artillery in gun drill, was effected in two heats, and showed that the men were well up to their drill, the movements being very smartly executed. The race was to go through these evolutions first:—Double 50 yards, action rear, dismount gun and carriage, mount gun and carriage, fire one round friction tube, front limber up. The time taken by the winners was 2 min. 13 sec., and as 2 min. 9 sec. is considered first class military time, they may certainly be congratulated on the time.

11.—SKID AND HANDSOME RACE, 100 yards. First prize \$4; second prize \$2; third prize \$1.  
In this race the men had to carry on their shoulder, or as they chose, a skid and handspike weighing together at least 70 lbs. The time of the winner was pretty good considering the weight he had to carry, 15 sec.

12.—HALF MILE RACE (open to the Garrison). First prize \$5; second prize \$3; third prize \$1.  
About a dozen men competed. Dr. Piko offered an additional prize to the first man if he covered the distance in 2 mins. 10 sec.

13.—ONE MILE RACE. First prize \$5; second prize \$3; third prize \$2.  
Four Gunners of the Royal Artillery and two Lascars started.

During the first time round the course, Whitbread got to the front with one of the Indians close up. In the next lap he got a clear lead of some yards and kept this till near the end, when Cotton spurred gamely and got up to be leader for a short distance. Whitbread soon regained his lead, however, and came in a winner by some twenty yards. Two of the starters dropped out of the race on the second round. Time 5 min. 40 sec.

14.—VETERAN RACE, 100 yards, 1 yard for every year over 12 years service. First prize \$4; second prize \$2; third prize \$1.  
Only three veterans came to the post, viz Gunners Beach and Guiver and Sergeant Melvin. After a fair start Beach drew ahead and won a good race by about a foot. Time 12 sec.

15.—OBSTACLE RACE (open to the Garrison). First prize \$4; second prize \$2; third prize \$1.  
Ten men started for this race, which was open to the whole Garrison. The obstacles consisted of inclined sloop, well greased, barrels, hurdles, &c. &c., and the efforts of the competitors to get over their difficulties first caused much amusement to the spectators.

Hayden, who came in second set himself rather more to do than was necessary, or he would probably have won the race.

16.—100 YARD RACE (open to seamen and marines & H. M. Fleet). First prize \$4; second prize \$2; third prize \$1.  
Only three men started for this race, which was run in 12 seconds.

17.—CONSOLATION RACE, 300 yards. First prize \$3; second prize \$2; third prize \$1.  
Six men faced the starter for this event, which was won by a member of 'The Buffs.' Time not taken.

18.—HURDLE RACE (The Buffs).  
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19.—HURDLE RACE (The Buffs).  
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#### CORRESPONDENCE.

To the Editor of the 'China Mail.'

Hongkong, March 29.

DEAR SIR,—It is not often I air my grievances in public, although they are numerous and harassing, and I hope you will, therefore, excuse me for troubling you on this occasion. I was surprised beyond measure when I read in your valuable journal on Thursday evening that there was a movement on foot to remove the Clock Tower from its present position.

One argument advanced in favour of this scheme is that the traffic is very often seriously interfered with on account of its presence. For almost a twelve months past there have been frequent and dangerous stoppages of the public traffic, but these have been occasioned principally by a scaffolding of some kind occupying at least a third of the roadway and one of the passenger ways. Before this scaffolding was erected, I never witnessed any greater blocking of the road at this particular point than in any other part of Queen's Road between the Charterhouse, Maritime Bank and the Fire Brigade Station. Were this scaffolding removed there would be abundance of room. As for the traffic between Queen's Road and the Ferry, via Pedder's Street, I am sure that it is not at all hindered by the presence of the Tower.

These are really the only objections raised to the presence of the Clock Tower where it is. The statement that there are several other objections is a question, for, for one, do not think the Clock Tower could be planted in any better or more suitable position than the one it at present occupies. It would certainly be more unsightly were it placed beside the flag-staff at the Peak, but that is almost the only position in the Colony where the useful dials could be observed from a greater number of points or by a greater number of persons than it can be at present. Remove the present location opposite the tower, which has been a source of such a length of time past, and the traffic will suffer no or very little, interruption. I should be very sorry, indeed, to see the Tower anywhere else than it is, and there are many others who agree with me. Trusting you will give publicity to my views.

I am, dear sir, yours truly,  
LEWIS STAND.

Amoy.

The following charters were effected in Amoy during the fortnight ended on the 20th March:—

Sophie, 5,300 piculs, Taiwanfo to Chefoo, 14 days, \$1,350.

Kelgo, 9,000 piculs, (at Shanghai) New-chang to Amoy, 20 days, 25 cents per picul.

Magenta, 8,000 piculs, Taiwanfo to Chefoo and back to Amoy, 25 days, \$3,000.

Sin Kolya, 14,000 piculs, (at Shanghai) Chefoo to Amoy, 22 days, 17 cents per picul.

Pelham, 7,300 piculs, (at Shanghai) Taiwanfo to Chefoo and back to Amoy, 26 days, \$2,300.

Angelo, Taiwanfo, to Tientsin, 50 cents per picul.

Maria, 11,800 piculs, Takao to Yokohama, 30 days, 24 cents per picul.

Peter, 7,000 piculs, Takao, Kobe, Takao Yokohama, 44 days, 50 cents per picul.

Sibirien, 8,500 piculs, Taiwanfo, Chefoo and Amoy, 15 days, \$3,200.

Louis, 11,000 piculs,



## DROUGHT AND DOCTRINE

(Queenslander.)

Come, take the tender, doctor—  
Yes, I know the bill says "fine,"  
But it ain't as if you'd merely kept our  
little 'n' alive!

Man, you saved the mother's reason when  
you saved that baby's life.  
An' it's thanks to you I have a ravin'  
idiot for a wife.

Let me tell you all the story, an' if then you  
think it strange  
That I'd like to see you extra-why, I'll  
take the blonkin' change.

If you bill had said a hundred  
I'm a poor man, doc, an' yet  
I'd a' loved 'til I had squared it; ay, an'  
still been in yer debt.

Well, you see the wife's got notions on a  
heap of things that ain't  
To be landed by a man as don't pretend  
to be a saint;

So I mind "the cultivation," smokes my  
pipe, an' makes no stir.  
An' religion an' such pints I have entirely  
on to her.

Now, she's got it fixed within her that, if  
children are aforesaid  
They've no show for evermore;  
An' though they're spoiled the picket-fence,  
an' the brimstone, an' the smoke,

They ain't allowed to mix up their  
other little folk.

So when our tale began to pine, an' last  
his pretty wife, she  
An' not a person to be had within a hunder  
mile—

(For though there is a chapel down at  
Bluegrass Creek, you know,  
The clergy's there on duty only twice a  
year or so—)

Well, when our yet unchristened'd little grew  
limp an' this an' that,  
It would a' cut you to the heart to hear  
the mother wail

About her "unfortunate babe," an' how,  
if it should grow  
'Twould have no chance with them as had  
their registers to show.

Then awful quiet she grew, an' her  
spokes a week,  
When in came brother Bill one day with  
news from Bluegrass Creek.

"I see," says he, "a notice on the chapel  
militant tide;  
They'll have service there there this even'  
—can the youngster stand the ride?"

"For we can't have paven here, if it be  
true, as I've heard say,  
There's a dyin' man as wants him more'n  
twenty mile away."

So—"The hand that's to finish ere the  
child was out of bed,  
With a shawl about its body an' a head  
upon its head."

"Saddle up," the minister said, I did her  
bidder like a bird,  
Perhaps I thought it foolish, but I never  
said a word.

For though I have a role in what the kids  
eat, drink, or wear,  
Their spiritual requirements are entirely  
her affair.

We started on our two hours' ride beneath  
a burnin' sun.  
With Aunt Sal an' Bill for auditors to  
renounce the Bell One;

An' a bottle in Sal's basket that was  
labelled "Blue Grass Tea."  
Held the water that regeneration was  
to follow from.

For Bluegrass Creek was dry, as I'd said  
that very day had told,  
An' not a drop of water to be had for miles  
around;

So, to make salvation sure for the baby's  
little soul,  
We filled a dead mummy, sir, at the  
family water-hole.

Which every forty miles or so raised it  
to her head,  
An' took a snifter, "just enough to wet  
her lips," she said;

Whereby it came to pass that when we  
reached the church door,  
There was only what would serve the job,  
an' d'uce a dribble more.

The service had begun—we didn't like to  
carry in a bottle with so evident a  
curious for gin.

So we left it in the porch, an' havin' done  
our level best,  
Went an' owned to be "misguided of-  
fenders" with the rest.

An' right upon the finish, when the parson  
had been told  
That a lamb was waitin' there to be ad-  
mitted to the fold,

Rememberin' the needful, I gets up an'  
quietly slips  
To the porch to see—a swagman—with  
our bottle at his hip.

Such a faintness came all over me, you  
might have seen,  
Knocked me down, sir, with a feather, an'  
tied me with a hair.

Doc, I couldn't keep my nerve; an'  
though I caught the legless eye,  
With a wink he turned the bottle bottom  
up an' drank it dry.

An' then he flung it from him, bein' sud-  
denly aware  
That the label on it was merely a delusion  
an' a snare;

An' the crush cut short the people in the  
middle of "Amen,"  
An' all the congregation heard him holler  
"Sold again!"

So that christ'ain was a failure; every  
water-flask was drained;  
E'en the monkey in the vestry not a  
blessed drop continued;

An' the parson in a hurry entered out  
upon his mare,  
Leavin' baby unregimented, an' missus in  
despair.

That night the child grew worse, but all  
my care was for the wife;  
I feared more for her reason than for that  
new mark of life.

But you know the rest—how Providence  
contrived that very night  
That a doctor should come caligin' at our  
shanty for a light.

## JOHN BULL AND HIS ISLAND.

VI.

Englishwomen are remarkable for their  
fresh complexion, their decided and fear-  
less gait, and the length of their feet, which  
reminds one that twelve inches go to the  
foot in England, impossible to make faces  
with such long legs. They cannot  
lose their centre of gravity.

When they are pretty, Englishwomen  
have no equal upon earth—they are angels  
of beauty; but, too often, their faces have  
no expression, their eyes lack lustre and  
glamour, and when they laugh, they show their  
gums like a rancorous. An Englishwoman  
is seldom handsome after thirty.

The housewife of London is a thin-faced  
or blunted-looking. They are horribly pale;  
there is no colour to be seen except on the  
tips of their noses.

Their complexion (generally straight-  
ened) is suggestive, pronounced, ex-  
posed, or expressed according to the fashion  
of the day.

In 1873, it became fashionable to display  
a prominent nose. There was not a  
woman, even the thinnest, that was not in  
a position to exhibit a nose that would have  
been seen with gutta serena lalons, or  
bags of milled-up, which were sold under  
the name of *gutta serena*.

The aesthetic movement has caused all  
the effects of the nose to disappear as if  
by enchantment.

In 1881, every one began to wear the  
beautiful. To be in good form, one had to  
become inches, appear to be dying of  
decline, therefore to be lean and thin, and  
have only a greenish tint with black and  
red in the cheeks. The supreme object  
was to look consumptive. Walking was  
abandoned for a kind of crawl; ordinary  
meals were suspended, a little assistance  
was taken, voices became deep and hoarse;  
the face was made to express disgust for the  
reality of the world's pursuits. As the  
time of Masefield, the only adverbs em-  
ployed were *unpleasantly*, *stupidly*, *terribly*,  
*supremely*. These lunatics would remain  
hours in ecstatic contemplation of a fly or  
an old cracked china vase; they had be-  
come *terribly* good, *unpleasantly* ill.

The female esthetic were her hair cropped,  
and her dress was of simple cut and  
fifteenth century design. The male esthetic,  
on the contrary, let his locks grow long,  
and looked at a distance, as if he were a  
chignon. The manners of the sexes were  
similar: the same frigidity, the same gait,  
the same play of features. The upper part  
of the face had to be raised, so as to round  
the eyes and make the eyebrows disappear  
under the hair, the lower jaw was  
allowed to droop. The ideal to aim at was  
the expression of the gasping carp. A long  
sigh was drawn between each syllable; con-  
versations were pronounced as indistinctly as  
possible, and words were mumbled in a  
hoarse whisper. Such was the life as you can  
stick an eye into your eye, but an ounce  
of treacle in your mouth, not look at your-  
self in the looking-glass and try to speak;  
you will see an esthetic.

A few years earlier you might have seen  
the ladies who had been educated upon  
fashion's head walking down the street.  
The reason was a slight lameness of the  
Princess of Wales, who had recently recovered  
from an attack of rheumatism.

These remarks are offered simply in  
answer to an assertion, often made, that  
the women of England are more serious  
than their French sisters. When ladies  
have no house to keep, no children to bring  
up, or no husband to follow, I will admit  
that as much as you please; but I shall  
always hold them capable, when they rise  
at a little fever.

In many respects the Englishwoman is  
superior to the Frenchwoman; she is more  
natural; she is less subject to vapours, and  
does not regularly get her *malade*. She is  
not so much of the young French girl  
hot, on the other hand, she is less esthetic.  
She goes out without her mamma or her  
maid, gives you a hearty grasp of the hand,  
and looks you unashamedly in the face.

Unmarried, free as the air, she may go to  
a theatre, take a walk, or visit a party,  
with no consideration as to what she wears;  
she is not a slave to fashion, she is the  
society, independent of all social con-  
siderations, and pleasure parties. Married,  
she does not lose of her husband by the  
road; she attends to her house and  
children; but neither does she make love  
to other men. If she is not more demon-  
strative towards the former, it is in great  
measure, her own fault; he permits no  
liberties to be taken with him. The Eng-  
lishman has not the luxury of amorous  
pique, on an average, does not require  
more than fourteen inches; her envious  
would be entirely lost upon him. In  
her dignity, the Englishwoman remains  
from making advances towards her lord and  
master, for fear of their not being met with  
appreciation.

In France, after church on Sundays, we  
are accustomed to see young girls going to  
the public promenade to show their little  
new shoes. Their eyes are bent on the  
ground, they walk with little jerky steps;  
and a little exhibition, mamma, mamma  
on either side. "My daughter will have a  
hundred thousand francs for her lot."

These public Sunday walks, in country  
towns, always remind me of a fair at which  
the mothers sat out their daughters for  
inspection. No young French girl, going  
to a ball or a theatre, does not have her  
mamma, and the dapp would penetrate the  
little delicate boots, and the control he is,  
intelligently fixed almost in the centre of  
the sole, are not calculated to encourage  
walking, besides, who would dare to let  
her little exhibition, mamma, mamma  
on either side. "My daughter will have a  
hundred thousand francs for her lot."

Now look at the young English girl,  
with her hair knotted simply on  
her neck; she wears a slipshod straw  
hat, which she has turned up on one  
side, a cotton dress, and a strong-  
backed bonnet. Backed in hand, she is  
setting out with some young fellows, and a  
troop of other girls as simply dressed as  
herself, to go to some distant field and play  
a game of lawn tennis. Not one mamma in  
the party. On her return home she d'evours  
her dinner without shame. What she values  
above gracefulness is health. It is no com-  
pliment to say to an English girl: "You  
eat like a little bird." It would be a re-  
proach. You will see the prettiest cut  
dressed and heartily crunch a stick of raw  
cucumber.

Summer and winter the English woman  
takes a cold bath every morning; whence  
her fresh complexion, her vigour, and her  
resplendent look of health.

A young girl of fifteen travels alone. I  
knew some who come thus to school in  
London from the north of Scotland. In  
France, a young lady could not go without  
her maid to buy herself a pair of gloves in a  
shop on the opposite side of the street. I  
remember I was one day sitting in the  
champs Elysees, and two English ladies  
beside me was a young French girl with her  
father and mother. The person on the  
right of papa rose and went away, and we  
heard the young innocent say to her  
mother: "Mamma, may I go and sit by  
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